



# Transit Asset Management

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*Utah Department of Transportation  
Public Transit*

Report created from information provided by the Sub-Recipients available at the time of preparation of this document. As this a working and planning document, and fairly new process, we anticipate to make improvements as we see fit to the needs of the State. Suggestions are welcome.

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# TRANSIT ASSET MANAGEMENT

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### Document Organization

This document is organized into four main sections:

- Section 1 describes the scope of this document and provides a brief policy background, linking this guidance to the requirements of the FTA reporting.
- Section 2 outlines data reported and methodology relating to reporting vehicles, facilities, and equipment condition data.
- Section 3 details asset components and sub-components, and provides instructions on how to assess their condition.
- Section 4 presents a set of appendices, including a glossary of terms.

## SUMMARY

### A. PLAN BACKGROUND AND PURPOSE

The objective of this Transit Asset Management Plan is to detail the methodology for transit agencies to use for measuring and reporting conditions of vehicles, buildings used for administrative, maintenance, and passenger facilities to the National Transit Database (NTD). This information on vehicles, facilities, and equipment conditions is intended to supplement other asset-related information entered in the NTD Asset Inventory Module and fulfills the reporting requirements for the Transit Asset Management *Performance targets*.

Transit asset management is considered the keystone on which Utah Department of Transportation (UDOT) intends to improve system safety and reliability, reduce costs, make better investment decisions, and provide improved service to its customers. With aging infrastructure, limited funding, and a growing demand for special services across the State, the UDOT constantly finds way to better manage and extend the life of its existing assets, while optimizing its investment in new capital projects. This Transit Asset Management Plan (TAMP) outlines the UDOT's policy, approach and specific actions to improve its asset management practices over the next four years. We also, made an effort to elaborate the Transit Asset Management policy and procedures in the State Management Plan (SMP).

As the Plan was developed, four themes emerged as critical success factors for helping us to achieve UDOT's Transit Asset Management Goals:

1. **POLICY:** Providing policy direction, ensuring accountability and committing the resources required for TAMP implementation, including an effective organizational structure to oversee it.
2. **PEOPLE:** Establishing an asset management culture which supports employees through better communication, skills assessment, training, knowledge sharing and succession planning.
3. **TOOLS:** Providing employees with the systems they need to collect and analyze data relative to asset age, maintenance costs, condition and performance to support better decision making.
4. **BUSINESS PRACTICES:** Developing and implementing processes for improved lifecycle management within each of our major asset classes that will lead to better maintenance practices, extended useful life, a reduction in total lifecycle cost, and improved performance.

## B. TRANSIT ASSET MANAGEMENT PLAN OBJECTIVES

The TAM final rule requires every transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be a part of a TAM group plan prepared by a sponsor (UDOT PTT). This TAM plan contains four major components:

1. **INVENTORY OF ASSETS:** A list of capital assets (vehicles, facilities, and equipment) that support the delivery of public transportation services in Utah
2. **CONDITION ASSESSMENT OF INVENTORIED ASSETS:** Includes the current asset condition and how the actual condition compares to the target set for each asset category
3. **MANAGEMENT APPROACH:** Includes prioritization, risk management, and compliance
4. **PRIORITIZATION OF INVESTMENTS:** Outlines the proposed investments and any applicable capital investment activity schedules

The TAM final rule groups transit providers into **‘two’** classifications:

- TIER I:** Providers own, operate, or manage rail, more than 100 vehicles across all fixed-route modes, or more than 100 vehicles in one non-fixed route mode
- TIER II:** Providers are subrecipients of Section 5311 funds, Section 5310, American Indian Tribe, or own, operate, or manage less than 101 vehicles across all fixed route modes, or less than 101 vehicles in one non-fixed route mode; Tier II transit providers can submit their own TAM plan or join a TAM group plan

As a large urban provider, UTA is the only provider that meets the requirements of a *Tier 1* transit provider. UTA also manages all FTA Section 5310 funds and is responsible for all Section 5310 funded assets (beginning with 2013 funds) within the UTA service area (see Figure 1). The Cache Valley Transit District (CVTD) meets the criteria of a Tier II transit provider, but has opted to develop their own TAM plan. Statewide fixed route transit providers and their TAM classification include:

| Fixed Route Transit Providers        | TAM Classification            |
|--------------------------------------|-------------------------------|
| Utah Transit Authority (UTA)         | Tier I (individual TAM plan)  |
| Cache Valley Transit District (CVTD) | Tier II (individual TAM plan) |
| Park City Transit (PCT)              | Tier II (TAM group plan)      |
| Basin Transit Administration (BTA)   | Tier II (TAM group plan)      |
| SunTran (St. George)                 | Tier II (TAM group plan)      |
| Cedar Area Transit (CATs)            | Tier II (TAM group plan)      |
| Ute Tribe Transit                    | Tier II (TAM group plan)      |
| Navajo Nation Transit System         | Tier II (TAM group plan)      |

**TABLE.1 TAM CLASSIFICATION AND SERVICE PROVIDERS**

Note: MAP-21 also required the Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America’s Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the Transit Asset Management (TAM) final rule.



**TABLE. 2 GENERAL TAM RESPONSIBILITIES BY AGENCY**

| Agency   | Task: Conduct asset inventories and condition assessments                                 | Task: Develop and implement TAM plans   | Task: Set targets for TAM performance measures   | Task: Report targets and progress on targets   |
|--|---|---|--|--|
| <b>UDOT, CVTD, UTA, WFRC, MAG, SEUALG, FCAOG, and Six County AOG</b> | Inventory transit assets. Report asset and condition information in TAM plans and to NTD. | Develop and implement TAM plans. Share TAM plans with the MPO, AOGs, and UDOT.  | Set agency-level targets on an annual basis. Coordinate with MPO, AOG, and UDOT on target setting.                     | Report targets and progress from prior year to NTD on an annual basis. Share progress information with UDOT, UTA, AOGs, and MPO. |
| <b>Other FTA 5310 Funding Subrecipients</b>                          | Inventory transit assets. Report assets and condition information to UDOT.                | Participate in group TAM plan development. If opting out of group plan, develop a separate TAM plan. Share plan with UDOT, AOGs, and the MPO. | If not in group TAM plan, set agency-level targets on an annual basis. Share information with UDOT, AOGs, and the MPO. | Share progress information with UDOT, AOGs, and MPO.   |

CVTD = Cache Valley Transit District. FTA = Federal Transit Administration. LRTP = Long-Range Transportation Plan. UDOT = Utah Department of Transportation. MPO = Metropolitan Planning Organization. WFRC = Wasatch Front Regional Council. MAG = Mountainland Association of Governments. FCAOG = Five County Association of Governments. SEUALG = Southeastern Utah Association of Local Governments. FCAOG = Five County Association of Governments. NA = Not Applicable. NTD = National Transit Database. SLRTP = State Long-Range Transportation Plan. STIP = State Transportation Improvement Program. TAM = Transit Asset Management.

The remainder of this memorandum focuses specifically on Current State of Assets and Implementation, MPO responsibilities, particularly target setting and reporting. However, all agencies will collaborate on planning and implementation activities designed to meet TAM rule requirements.

### C. UDOT PUBLIC TRANSIT ASSET MANAGEMENT OVERVIEW

Pursuant to Chapter 53 of title 49, United States Code (U.S.C), as amended by Fixing America's Surface Transportation Act related FAST and MAP-21 provisions, published on December 1, 2015 et seq. the Utah Department of Transportation (UDOT) is the designated recipient and the agency responsible for administering the Federal Transit Administration's (FTA) Sections 5304, 5310, 5311, 5329, and 5339 formula grant programs for all areas outside of Utah's large urbanized area ranging from approximately Provo, Utah to Brigham City, Utah—commonly known as the Wasatch Front.

*The FTA Transit Asset Management Final Rule published in July 2016, effective October 2016, prescribed three core deliverables to baseline all agencies across the United States by October 2018:*

- The Transit Asset Management Plan (TAMP)
- Asset Inventory Module
- Performance Measures and Targets

UDOT Public Transit Team (PTT) has adopted the business model (Figure 4) that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair (SGR).<sup>1</sup> UDOT PTT further requires FTA to continue to provide technical assistance to support implementation of this final TAM rule.

In the TAM rule, state of good repair is defined as “the condition in which a capital asset is able to operate at a full level of performance. UDOT PTT echoes the FTA TAM rule that a capital asset is considered to be in a state of good repair when it is able to perform its designed function; does not pose a known, unacceptable safety risk; and its life cycle investments have been met or recovered” (in other words, the agency business processes and primary and support functions are aligned to help the organization manage its assets effectively).<sup>2</sup>

This area also includes the Utah Transit Authority (UTA) service area (see Figure 1). The UDOT Public Transit Team (PTT) is responsible for ensuring the fair and equitable distribution of FTA funds; announcing the program and availability of funds; developing a process to solicit, review, and approve eligible funding sources; providing management and technical assistance to applicants and grantees; administering and monitoring contracts; and ensuring compliance with federal requirements by all subrecipients.

The PTT holds title to federal assets until the federally recognized useful life has been met, and there is no federal interest remaining in the asset (see Figure 2). The public transportation providers in Utah range in size and scale, from a daily fixed route to non-profit demand response services. Mobility is critical to quality of life; these providers offer connectivity to medical, nutrition, education, employment, social, recreation, and commercial services.

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<sup>1</sup> FTA. Transit Asset Management Final Rule Fact Sheet. April 4, 2017.

[www.transit.dot.gov/sites/fta.dot.gov/files/docs/TAMFactSheet\\_2017-04-03.pdf](http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/TAMFactSheet_2017-04-03.pdf)

<sup>2</sup> Ibid.

This memorandum describes general TAM requirements and TAM activities being undertaken by transit agencies and Utah Department of Transportation (UDOT) in the Utah State. In particular, it lists State's Fiscal Year (SFY) 2018 performance targets being developed for relevant transit asset classes for the Small Urban and Rural regions based on targets set by the Utah Department of Transportation (UDOT), Utah's urban areas are under the planning jurisdiction of four Metropolitan Planning Organizations (MPOs): Cache Metropolitan Organization, Dixie Metropolitan Organization, Mountainland Association of Governments, and the Wasatch Front Regional Council.<sup>3</sup>

The Long Range Plan (LRP) was also developed in close coordination with the MPOs and will be compiled with the MPOs' regional transportation plans (RTP) to form the Unified Plan for the state of Utah. This LRP was made available for public comment posted 03/27/17. The Joint Action Policy Advisory Committee (JPAC) voted to adopt these proposed targets at its meeting on May 3, 2018.<sup>4</sup>

Finally, the memo discusses next steps for the MPO to incorporate TAM targets into its performance-based planning and programming (PBPP) process. All of these TAM activities support the MPO's system preservation goal, specifically the related objective to "maintain and modernize capital assets, including transit assets, throughout the system." (WFRC)

Public Transit Team is committed to addressing each of these success factors, and has developed an Asset Management Policy (Refer UDOT SMP Pg-41 for complete policy and procedure guidance with regards to Asset Management) Statement to help document and communicate that commitment.

#### **E. UDOT ASSET MANAGEMENT POLICY**

The UDOT is committed to implementing a strategic process for acquiring, operating, maintaining, upgrading, and replacing its transit assets to directly support the agency's mission of providing the safest and most reliable public transit services.

Our policy is to promote a culture that supports asset management at all levels of the organization, to employ effective asset management business practices and tools, to ensure optimal asset performance and useful life, and to use timely, quality data to support transparent and cost-effective decision-making for resource allocation and asset preservation.

We shall emphasize people. Through coaching, training, the application of state-of-the-art technology, and improved processes, we shall ensure our workforce's ability to identify and meet the UDOT's asset management needs, incorporate sustainability and accessibility into our business practices, and to deliver to our customers the best service and value for every fare and tax dollar spent.

<sup>3</sup> See the Utah Regional MPO's Vision, Goals, and Objectives at <http://wfrc.org/committees/joint-policy-advisory-committee/#1492203600322-f447838b-20a9>

<sup>4</sup> Joint Policy Advisory Committee Meeting Agenda, May 3, 2018

[http://wfrc.org/Committees/JointPolicyAdvisory/2018/02\\_May03/JPAC\\_2018May3AgendaFINAL.pdf](http://wfrc.org/Committees/JointPolicyAdvisory/2018/02_May03/JPAC_2018May3AgendaFINAL.pdf)



## **PUBLIC TRANSIT TEAM APPROACH**

The PTT utilizes sound management practices to manage the FTA funded programs in accordance with the grant application, FTA Master Agreement, and all applicable laws and regulations. FTA gives UDOT the maximum discretion permitted by law in designing and managing the programs to meet statewide mobility needs. As a pass-through of FTA funds, the PTT manages an annual multi-step application process that ranges from the announcement of funds to contracting with subrecipients. The PTT analyzes the risk of funding each applicant by scoring applications based on established criteria, including past compliance and demonstrated managerial, financial, and technical capacity of the applicant.

## **PRIORITIZATION AND RISK MANAGEMENT**

### **FTA Section 5310 Program**

The Section 5310 grant program requires projects to be identified in a Coordinated Public Transit-Human Services Transportation Plan (coordinated plan) developed by a lead local agency. The PTT has designated the six Associations of Governments as the local planning agencies to complete these plans for their regions.

The PTT provides guidance to the lead local agency on the minimum requirements of the coordinated plan process to ensure projects are eligible for FTA grant program funding. Though encouraged to do so, Section 5311 and Section 5339 projects are not required to be part of the coordinated plan. They do, however, need to be part of the *Utah STIP and Unified Long Range Plan*.

### **SECTION 5311 AND SECTION 5339**

In addition to the annual application process, the PTT requires that all fixed route transit providers have an adopted capital improvement plan identifying capital projects, approximate costs, and the year of implementation. Understanding that needs are large and the funding is limited, it is critical for all fixed route providers to understand all of the statewide needs. The PTT holds annual meetings with all of the providers, in order to review the list of priorities, discuss project schedules, and ensure that all parties are in agreement with the funding priorities for a given year.

## **SITE VISITS AND INSPECTIONS**

The PTT conducts biennial site visits and inspections of its subrecipients; however, the PTT may perform site visits and inspections on a more frequent basis, if deemed necessary. Reasons for more frequent visits include, but are not limited to, numerous follow-up items on previous visits; complaints regarding service, vehicles, or other items; or frequent PTT Online alerts (PTT's grant management system). Site visits and inspections are performed by the Compliance Officer and include a comprehensive review of the funded activities. Complete inspections of the property on-site are done for 100 percent of the assets if the subrecipient has two or less assets. For subrecipients with more than two assets, assets are randomly selected and at least 50 percent are inspected, including facilities and equipment.

The PTT has developed standard forms that include specific questions about vehicles, facilities, equipment, and operations. Once the subrecipient review is complete, a final report is sent to the subrecipient and Program Manager. Any follow-up items with time frames for responses are identified in this report. It is the Compliance Officer’s responsibility to track and verify that follow-up items are addressed and documented. All site visit and inspection dates and findings are tracked in PTT Online and summarized in the agency compliance log.

**REPORTING AND PERFORMANCE MEASURE OVERSIGHT**

The PTT uses the PTT Online system to collect reporting, performance measure, and maintenance data from subrecipients. PTT Online includes internal deadlines and established objectives and requirements so it can track if dates or minimum requirements are being met. When requirements are not met, PTT Online e-mails an alert to the subrecipient and PTT staff. PTT Online includes a reporting and tracking field for the items listed below:

**QUARTERLY REPORTING ITEMS**

|                           |                         |
|---------------------------|-------------------------|
| Vehicle Mileage and Trips | Accidents and Incidents |
| Pre-trip Surveillance     | Vehicle Title and Lien  |
| Preventative Maintenance  |                         |

**TABLE 3: Reporting Topics – quarterly and monthly from Sub-Recipients**

Subrecipients must include UDOT as a lien holder when completing registration, insurance, and other forms. The lien or covenant will be released when the useful life and disposition standards have been met and any non-compliance findings are resolved. The federal interest expires when the property reaches its useful life and the vehicle value is less than \$5,000. These requirements exist to protect the federal interest and to maintain continuing control over property.

**FIGURE 1. WASATCH FRONT, LARGE URBANIZED AREA**

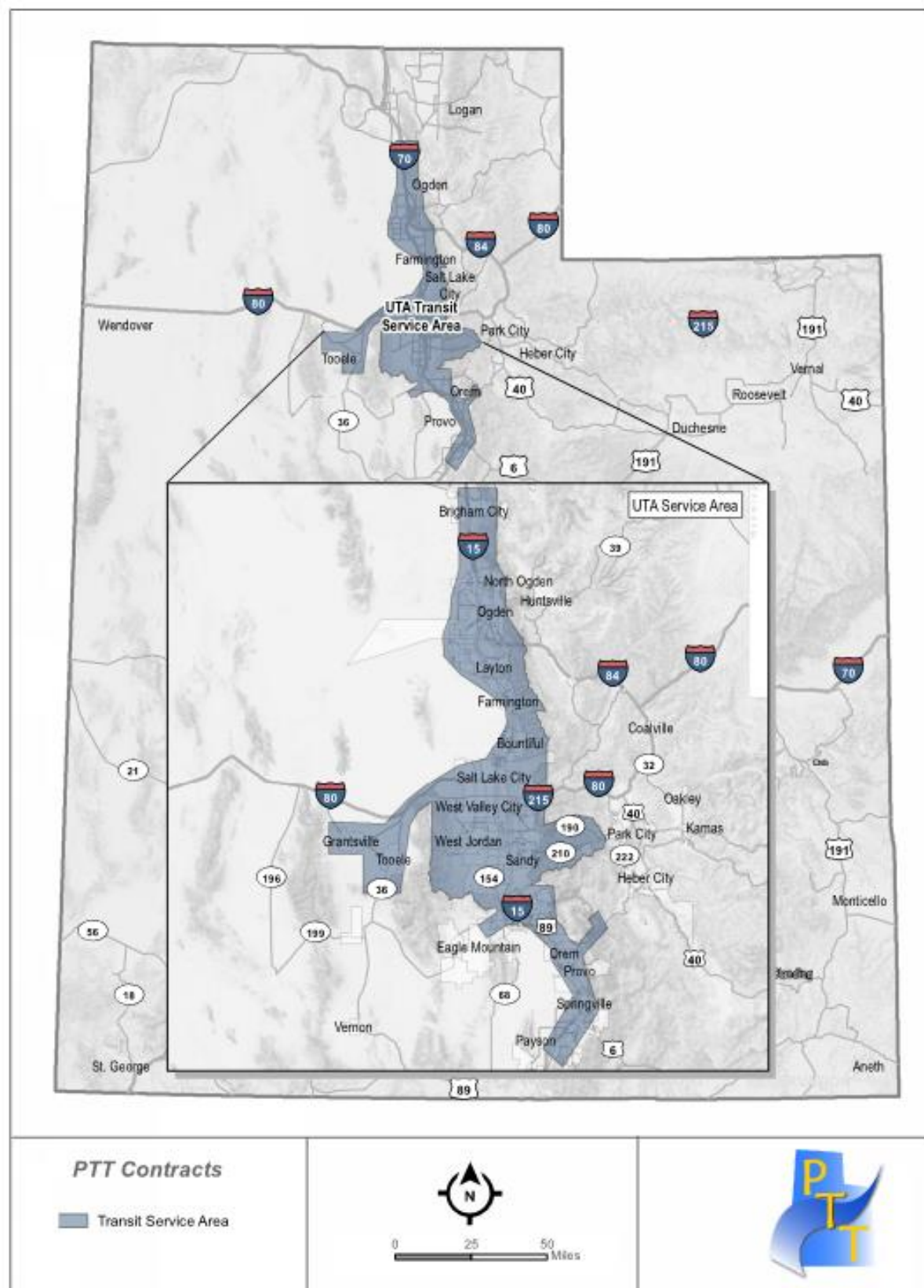
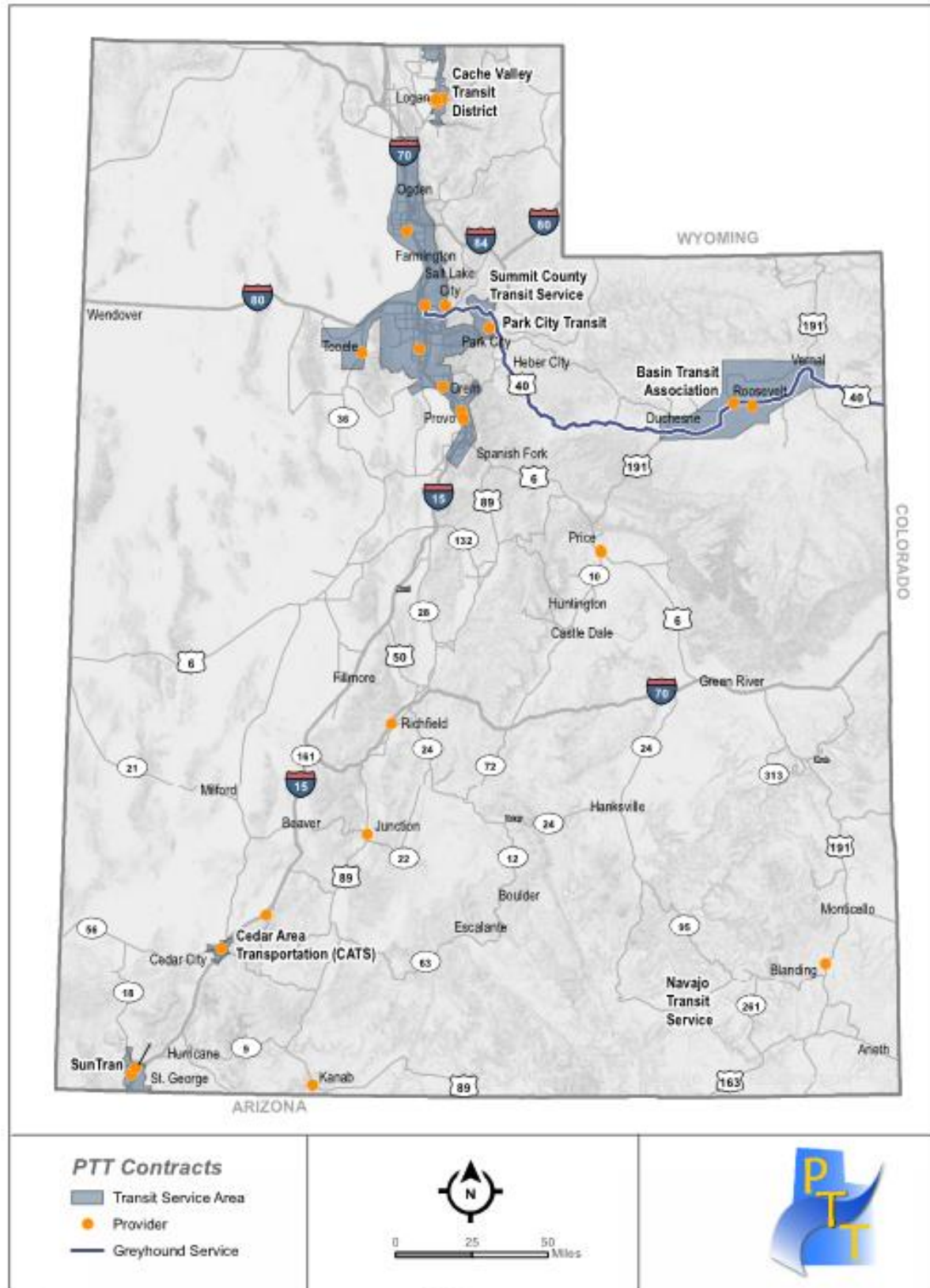


Figure 2. Statewide Agencies with Public Transit Team Funded Assets with Federal Interest



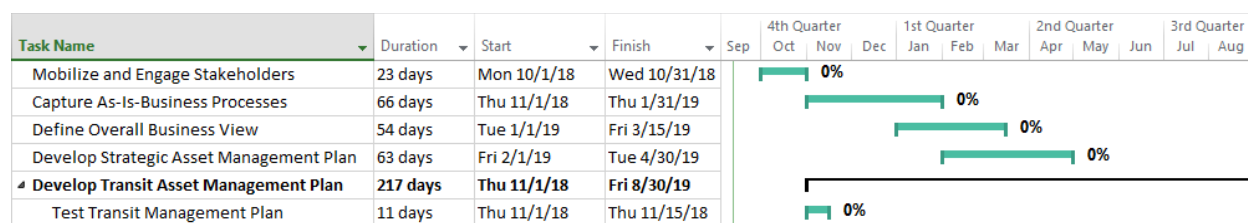
Approximately 4.2 million trips are provided annually by the (3.2 million trips approx.) 5 fixed route agencies and (1.0 million trips approx.) by 53 demand response agencies eligible or previously eligible for FTA funds administered through the PTT. With the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), UTA became the direct recipient of FTA's Section 5310 formula grant program in the Wasatch Front. Similar to the PTT, public transportation providers located within the Wasatch Front apply to UTA for federal funding; consequently, the PTT holds title to several federal assets within this area that were procured with Section 5310 funds prior to the passage of MAP-21. Currently, only agencies outside of the Wasatch Front apply to the PTT for FTA funds needed for rural fixed route transit, demand response, intercity bus, and planning and mobility management needs.

**TABLE.4 PTT TAM GROUP PLAN PARTICIPATING AGENCIES**

| <b>Transit Asset Management - Statewide Agencies</b> |  |    |  |    |  |
|--|--|----|--|----|--|
| <b>1</b>   | Active Re-Entry  | 19 | Emery County Nursing Home Inc. (Emery County Care and Rehab) | 37 | Red Rock Center for Independence             |
| <b>2</b>   | Bear River Valley Senior Center/Tremonton City             | 20 | Emery County Senior Citizens, Inc.                           | 38 | Salt Lake County Aging Services              |
| <b>3</b>   | Beaver Area Health Care Foundation                         | 21 | EnableUtah   | 39 | Sevier County                                |
| <b>4</b>   | Beaver County Senior Citizens Organization Inc.            | 22 | Foundations for Independence                                 | 40 | Southwest Behavioral Health Center           |
| <b>5</b>   | Cache County Corporation Senior Citizens                   | 23 | Four Corners Community Behavioral Health, Inc.               | 41 | SPLORE                                       |
| <b>6</b>   | Cache Employment and Training Center                       | 24 | Garfield County  | 42 | Summit County                                |
| <b>7</b>   | Cedar City Corporation                                     | 25 | Iron County Aging Council                                    | 43 | City of St. George                           |
| <b>8</b>   | City of Draper (SCCC)                                      | 26 | Kane County Senior Citizens Improvement Corp                 | 44 | Transitions, Inc.                            |
| <b>9</b>   | City of Midvale (SCCC)                                     | 27 | Kostopulos Dream Foundation/Camp Kostopulos                  | 45 | Tri-County Independent Living Center of Utah |
| <b>10</b>  | City of Sandy (SCCC)                                       | 28 | Milford Memorial Hospital Association                        | 46 | TURN Community Services                      |
| <b>11</b>  | City of South Jordan                                       | 29 | Navajo Nation Transit System                                 | 47 | Uintah Basin Association of Governments      |
| <b>12</b>  | City of South Salt Lake                                    | 30 | Neighborhood House Association                               | 48 | Uintah Healthcare Special Service District   |
| <b>13</b>  | City of West Jordan (SCCC)                                 | 31 | Odyssey House  | 49 | United Way Community Services                |
| <b>14</b>  | Common Ground Outdoor Adventures                           | 32 | Options for Independence                                     | 50 | USU - CPD - Developmental Skills Laboratory  |
| <b>15</b>  | Community Careers and Support Services                     | 33 | Pahvant Valley Senior Citizens                               | 51 | Ute Tribe Transit                            |
| <b>16</b>  | Davis County Senior Services Davis County Courthouse Annex | 34 | Park City Transit  | 52 | Washington County                            |
| <b>17</b>  | Duchesne County Senior Citizens                            | 35 | Payson Senior Citizens Development                           | 53 | Work Activity Center                         |
| <b>18</b>  | East Juab Senior Citizens Organization                     | 36 | Piute County Senior Citizen Center                           |    |  |

In addition to the fixed route transit providers included in the PTT TAM group plan, 50 demand response providers are participants in the plan (see Table 1). Regardless of whether an agency develops its own TAM plan or chooses to participate in a group plan, each transit agency must designate an Accountable Executive to ensure that the necessary resources are available to provide ongoing safety review and management of the assets. Upon acceptance of federal assets, PTT requires that the individual within an agency who has direct control over these responsibilities be identified. This individual is also responsible for ensuring that all FTA Certifications and Assurances are clearly understood and that the annual affirmation is signed and submitted back to the PTT.

**FIGURE 3 TAMP IMPLEMENTATION AND COORDINATION OF ACTIVITIES TIMELINE – FY 2018-2019**



The Asset Management Plan is being developed through a collaborative process that included the structured involvement of three key stakeholder groups who provided input throughout the Plan's development.<sup>5</sup> These groups included: (1) a Leadership Team made up of Executive-level managers especially the RPOs, Federal, and State Agencies, (2) an Asset Management Improvement Team which included managers representing all of the enterprise level functions of the Authority, and (3) the Asset Class Leaders, which included UDOT managers and staff responsible for the lifecycle management of all major asset classes. These stakeholder teams (representing more than 20 UDOT executives, managers and staff) are planned to be involved in each of the three major steps of the Asset Management Plan (AMP) development process, as summarized below:

<sup>5</sup> Plan Developed and based on resources available on Transit.DOT.Gov



1. **Baseline Assessment.** (Where are we now?) All of the stakeholder team members are planned to be invited as a standard procedure, to participate in a baseline assessment of existing asset management practices and the UDOT's maturity level in key areas. This included both a questionnaire and interviews with consultant staff. The assessment evaluated the gap between the UDOT's asset management baseline (i.e., what we do today) and best practice as outlined in FTA's Transit Asset Management Guide. Section II of this document (UDOT Asset Management Baseline Assessment) provides greater detail relative to the assessment process and findings.

2. **Definition of Asset Management Goals and Objectives.** (Where do we want to be?) Through a series of briefings, workshops and breakout sessions, the Leadership Team and the Asset Management Improvement Team (AMIT) are planned to establish an asset management policy and a series of goals and objectives for asset management improvement. Section III of this document (Asset Management Policy, Goals and Objectives) provides further detail, including the implementing actions proposed to achieve these goals.

3. **Development of Asset Management Implementing Actions and Priorities.** (How do we get there?) With guidance from the Leadership Team, the Asset Management Improvement Team and Asset Class Leaders are planning to develop a short-term and long-term implementation roadmap to accomplish the goals and objectives. We plan to provide Improvement Plan in the near future. The asset management plan development approach described above is depicted in Figure 5.



**FIGURE.5 ASSET MANAGEMENT PLAN OVERVIEW (WORK PLAN)<sup>6</sup>**

**Note:** The current published TAM Plan allowed us to set measurable benchmarks and in the coming months and years, we are committed to improving the oversight and refine the Implementation Plan.

<sup>6</sup> Based on TAM Maturity Agency Self-Assessment, and Prioritization tools provided by FTA for Small Providers

Note: From this year 2018 onwards, we are adopting FTA tool (A-90) to set Performance Targets annually.<sup>7</sup>

| Asset Category - Performance Measure   | Asset Class                                  | 2019 Target | 2020 Target | 2021 Target | 2022 Target | 2023 Target |
|--|--|-------------|-------------|-------------|-------------|-------------|
| <b>REVENUE VEHICLES</b>  |  |             |             |             |             |             |
| <b>Age</b> - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)   | <i>AB - Articulated Bus</i>                  |             |             |             |             |             |
|  | <i>AO - Automobile</i>                       |             |             |             |             |             |
|  | <i>BR - Over-the-road Bus</i>                |             |             |             |             |             |
|  | <i>BU - Bus</i>                              | 55%         | 50%         | 50%         | 55%         | 55%         |
|  | <i>CU - Cutaway Bus</i>                      | 70%         | 65%         | 65%         | 65%         | 65%         |
|  | <i>MB - Mini-bus</i>                         |             |             |             |             |             |
|  | <i>MV - Mini-van</i>                         | 90%         | 85%         | 85%         | 85%         | 85%         |
|  | <i>RT - Rubber-tire Vintage Trolley</i>      |             |             |             |             |             |
|  | <i>SV - Sport Utility Vehicle</i>            |             |             |             |             |             |
|  | <i>TB - Trolleybus</i>                       | 95%         | 80%         | 75%         | 70%         | 70%         |
|  | <i>VN - Van</i>                              | 93%         | 85%         | 75%         | 75%         | 75%         |
| <b>EQUIPMENT</b>   |  |             |             |             |             |             |
| <b>Age</b> - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)   | <i>Non-Revenue/Service Automobile</i>        | TBD         | TBD         | TBD         | TBD         | TBD         |
|  | <i>Steel Wheel Vehicles</i>                  | TBD         | TBD         | TBD         | TBD         | TBD         |
|  | <i>Trucks and other Rubber Tire Vehicles</i> | TBD         | TBD         | TBD         | TBD         | TBD         |
| <b>FACILITIES</b>  |  |             |             |             |             |             |
| <b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | <i>Administration</i>                        | 3.8         | 3.5         | 3.5         | 3.5         | 3.5         |
|  | <i>Maintenance</i>                           | 3.8         | 3.5         | 3.5         | 3.5         | 3.5         |
|  | <i>Parking Structures</i>                    | 3.5         | 3.5         | 3.5         | 3.5         | 3.5         |
|  | <i>Passenger Facilities</i>                  | 3.5         | 3.5         | 3.5         | 3.5         | 3.5         |

**TABLE. 4 ASSET CATEGORY PERFORMANCE MEASURE<sup>8</sup>**

<sup>7</sup> FTA Transit TAM Plan Template for Small Providers, V 2.1

<sup>8</sup> FTA resources available on FTA's website were used, to develop the UDOT's TAMP which best suits our agency while meeting FTA's minimum requirements

**TABLE 4.1 CAPITAL ASSET INVENTORY LISTING<sup>9</sup>**

| <b>Asset Category/Class</b>                  | <b>Total Number</b> | <b>Avg Age</b> | <b>Avg Mileage</b> | <b>Avg Value</b> |
|--|---------------------|----------------|--------------------|------------------|
| <b>Revenue Vehicles</b>                      | <b>195</b>          | <b>3.0</b>     | <b>3.8</b>         | <b>\$163,555</b> |
| <i>AB - Articulated Bus</i>                  | N/A                 | N/A            | N/A                | N/A              |
| <i>AO - Automobile</i>                       | N/A                 | N/A            | N/A                | N/A              |
| <i>BR - Over-the-road Bus</i>                | N/A                 | N/A            | N/A                | N/A              |
| <i>BU - Bus</i>                              | 45                  | 3.0            | 3.4                | \$452,498        |
| <i>CU - Cutaway Bus</i>                      | 129                 | 3.0            | 3.9                | \$70,219         |
| <i>MB - Mini-bus</i>                         | N/A                 | N/A            | N/A                | N/A              |
| <i>MV - Mini-van</i>                         | N/A                 | N/A            | N/A                | N/A              |
| <i>SB - School Bus</i>                       | N/A                 | N/A            | N/A                | N/A              |
| <i>SV - Sport Utility Vehicle</i>            | N/A                 | N/A            | N/A                | N/A              |
| <i>TB - Trolleybus</i>                       | 1                   | 2.0            | 5.0                | \$583,358        |
| <i>VN - Van</i>                              | 16                  | 2.0            | 4.3                | \$40,000         |
| <b>Equipment</b>                             | <b>TBD</b>          | <b>TBD</b>     | <b>TBD</b>         | <b>TBD</b>       |
| <i>Non-Revenue/Service Automobile</i>        | TBD                 | TBD            | TBD                | TBD              |
| <i>Steel Wheel Vehicles</i>                  | TBD                 | TBD            | TBD                | TBD              |
| <i>Trucks and other Rubber Tire Vehicles</i> | TBD                 | TBD            | TBD                | TBD              |
| <b>Facilities</b>                            | <b>58.0</b>         | <b>TBD</b>     | <b>N/A</b>         | <b>\$266,380</b> |
| <i>Administration</i>                        | 2.0                 | 4.0            | N/A                | \$1,024,352      |
| <i>Maintenance</i>                           | 3.0                 | 5.0            | N/A                | \$400,453        |
| <i>Parking Structures</i>                    | N/A                 | N/A            | N/A                | N/A              |
| <i>Housing</i>                               | 1.0                 | 4.0            | N/A                | TBD              |
| <i>Passenger Facilities</i>                  | 52.0                | 4.5            | N/A                | \$266,380        |

<sup>9</sup> FTA Transit TAM Plan Template for Small Providers, V 2.1

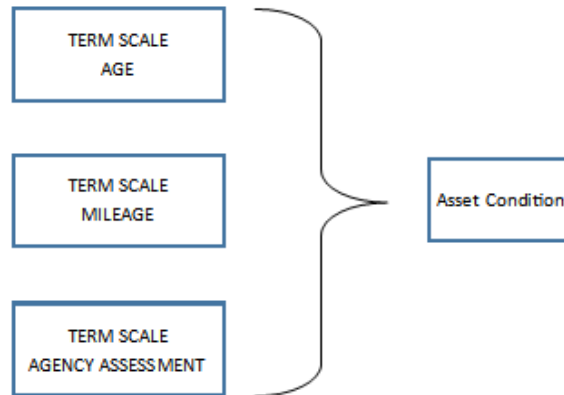
## PLAN DEVELOPMENT

### A. TRANSIT ASSET MANAGEMENT METHODOLOGY

The PTT routinely procures light, medium, and heavy duty vehicles. However, the PTT has participated in funding several transit facilities and associated equipment. In order to identify the required performance targets, a condition assessment of each FTA funded asset was required. When conducting a condition assessment, it is important to first identify what factors are taken into account and what that data entails. The PTT applies the following criteria to determine the asset condition:

| Asset Type                  | Transit Economic Requirements Model (TERM) |
|-----------------------------|--|
| Useful Life                 | Vehicle Mileage                            |
| Useful Life Benchmark (ULB) | User Rating                                |

FIGURE 7. VEHICLE CONDITION METHODOLOGY



**B. USEFUL LIFE**—defined as the expected lifetime of project property or the acceptable period of use in service varies based on vehicle and facility type. The useful life of rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. While the PTT utilizes the FTA standards for determining useful life (see Table 3), the PTT revised the FTA standard for medium-size cutaways from five to seven years. The change is a result of several demand response providers using their vehicles intermittently and not approaching the useful life mileage standard for the vehicle type.

**Table 5. Useful Life Standards**

| Vehicle   | Approximate GVWR (pounds) | Length (feet) | Seats | Useful Life Benchmark (ULB) |
|---|---------------------------|---------------|-------|-----------------------------|
| Large, heavy-duty transit bus                                 | 33,000–40,000             | 35–40+        | 35–40 | 12 years or 500,000 miles   |
| Medium-size heavy-duty transit bus                            | 26,000–33,000             | 30–35         | 25–35 | 10 years or 350,000 miles   |
| Medium-size medium-duty transit bus and truck chassis cutaway | 10,000–26,000             | 25–30         | 16–30 | 7 years or 200,000 miles    |
| Medium-size, light-duty bus and van chassis cutaway           | 10,000–16,000             | 20–25         | 12–16 | 7 years or 150,000 miles    |
| Small light-duty bus, modified vans, modified minivans        | 6,000–14,000              | <20           | 3–14  | 5 years or 100,000 miles    |

## USEFUL LIFE BENCHMARK

The Useful Life Benchmark indicates the expected lifetime of capital purchases, or the acceptable period of use in service. When the useful life has been reached and the vehicle has a resale value of less than \$5,000, the PTT returns the property title or ownership documents to the subrecipient and cancels its lien.

PTT, at its discretion, may extend useful life of capital purchases. Situations, including non-compliance of Federal and/or PTT regulations and contracts, non-use of equipment, low vehicle miles and inconsistent maintenance, are examples of where by PTT may extend a vehicle's useful life.

## VEHICLES

Useful life of vehicles begins on the date the subrecipient takes possession of the vehicle and continues until the vehicle reaches the useful life minimum criteria (see Table 14). The useful life minimum refers to total time or miles in revenue service, not time spent stockpiled or otherwise unavailable for regular transit use.

## FACILITIES

With regular maintenance, assets will operate at the same level on first and last day of service, throughout their useful life. In general, assets within their useful life are considered to be in an SGR. The FTA website states that the “state of good repair is the condition where all assets perform their assigned functions without limitation.”

|  |   |
|--|---|
| Passenger Shelters                       | Such as pre-fabricated metal, glass, Plexiglas, and stick-frame structures; useful life of 20 years |
| Bus Barns                                | Such as site-built “pole barns” or other stick-frame barns; useful life of 40 years                 |
| Administration and Maintenance Buildings | Including building additions; useful life of 40 years   |
| Concrete Pavement Infrastructure         | Useful life of 20 years   |
| Fencing                                  | Useful life of 20 years   |
| Office Furniture                         | Useful life of 10 years   |

**Table 5.1: Useful Life Standards to Facilities funded through UDOT Public Transit Team**

### OTHER EQUIPMENT

For other equipment with an acquisition value greater than \$5,000, the PTT determines useful life standards on a case-by-case basis that reflects the manufacturer’s estimated useful life. The subrecipient should propose a useful life in its project proposal.

### DISPOSAL

UDOT will release the lien when the useful life and disposition standards have been met and any non-compliance findings are resolved. The federal interest expires when the property reaches its useful life and the vehicle value is less than \$5,000. These requirements exist to protect the federal interest and to maintain continuing control over property. After the minimum useful life of project property is reached and is no longer needed for the original project or program, it may be used by the grantee for other transit projects or program.

### SELLING PRIOR TO MEETING THE USEFUL LIFE

If a subrecipient desires to dispose of the property before it meets the end of its useful life benchmark, the property may be sold with the PTT and FTA approval. However, FTA is entitled to its share of the remaining Federal interest. The Federal interest is determined by calculating the fair market value of the project property immediately before the occurrence prompting the withdrawal of the project property from appropriate use.

The UDOT PTT will apply a straight-line depreciation formula to vehicles to assist in determining the depreciated value of federally funded vehicles. The subrecipient may also auction the vehicle in place of utilizing the straight-line depreciation. If the subrecipient receives insurance proceeds when the property has been lost or damaged by fire, casualty, or natural disaster, the subrecipient must apply those proceeds to the cost of replacing the property or return to the PTT an amount equal to the remaining federal interest in the property.

While the useful life of a vehicle is utilized to determine the eligibility for vehicle replacement, for the purpose of this plan, FTA has provided guidance to determine the maximum age of an asset—or the point in which an asset enters the SGR backlog. The FTA defines ULB as the expected lifecycle of a capital asset for a particular transit provider’s operating environment or the acceptable period of use in service for a particular transit provider’s operating environment. The ULB takes into account a provider’s unique operating environment such as geography and service frequency (see Table 5). For the purposes of this plan, the PTT utilizes the default ULB as criteria in determining the condition of an asset.



Additionally, PTT combined FTA's TERM scale (see Table 12) to the existing vehicle mileage for each vehicle type in order to apply a rating for the mileage criteria (see Tables 6–12). The TERM scale was also utilized to assess the condition of both facilities and equipment valued over \$50,000.

**Table 6 Useful Life Benchmark**

| Vehicle Type     | FTA Default ULB (years) |
|------------------|-------------------------|
| Automobile (AO)  | 8                       |
| Bus (BU)         | 14                      |
| Cutaway Bus (CU) | 10                      |

**Table 8 Light Duty 25' or less (ULB 10 Years)**

| Condition | Mileage         | Rating  |
|-----------|-----------------|---------|
| Excellent | 0–30,000        | 5       |
| Good      | 30,001–90,000   | 4.9–4   |
| Adequate  | 90,001–150,000  | 3.9–3.0 |
| Marginal  | 150,000–210,000 | 2.9–2   |
| Poor      | 210,000+        | 1.9–0   |

|          |   |
|----------|---|
| Van (VN) | 8 |
|----------|---|

**Table 7 Van (ULB 8 Years)**

| Condition | Mileage         | Rating  |
|-----------|-----------------|---------|
| Excellent | 0–25,000        | 5       |
| Good      | 25,001–75,000   | 4.9–3.8 |
| Adequate  | 75,001–100,000  | 3.7–2.6 |
| Marginal  | 100,001–150,000 | 2.5–1.4 |
| Poor      | 150,001+        | 1.3–0   |

**Table 9 Medium Duty Cutaway**

| Condition | Mileage         | Rating  |
|-----------|-----------------|---------|
| Excellent | 0–40,000        | 5       |
| Good      | 40,001–120,000  | 4.9–4   |
| Adequate  | 120,001–200,000 | 3.9–3.0 |
| Marginal  | 200,001–280,000 | 2.9–2   |
| Poor      | 280,001+        | 1.9–0   |

To determine a conditional assessment rating for each vehicle, the ULB, mileage and agency assessment were given a rating. The ratings for each criteria were then weighted (.33) and totaled for the asset condition rating (see Figure 5). Equipment and facilities were rated utilizing the TERM scale (see Table 10).

**Table 10. Heavy Duty Small Bus (ULB 14 Years)**

| Condition | Mileage         | Rating  |
|-----------|-----------------|---------|
| Excellent | 0–70,000        | 5       |
| Good      | 70,001–210,000  | 4.9–4   |
| Adequate  | 210,001–350,000 | 3.9–3.0 |
| Marginal  | 350,001–490,000 | 2.9–2   |
| Poor      | 490,001+        | 1.9–0   |

**Table 11. Heavy Duty Large Bus (ULB 14 Years)**

| Condition | Mileage         | Rating  |
|-----------|-----------------|---------|
| Excellent | 0–80,000        | 5       |
| Good      | 80,001–240,000  | 4.9–4   |
| Adequate  | 240,001–500,000 | 3.9–3.0 |
| Marginal  | 500,001–640,000 | 2.9–2   |
| Poor      | 640,000+        | 1.9–0   |

**Table 12. FTA's Transit Economic Requirements Model/Facilities and Equipment**

| Condition | Description  | Rating |
|-----------|--|--------|
| Excellent | No visible defects, new or near new condition, may still be under warranty if applicable     | 5      |
| Good      | Good condition, no longer new, may be slightly defective or deteriorated; overall functional | 4      |
| Adequate  | Moderately deteriorated or defective; has not exceeded useful life                           | 3      |
| Marginal  | Defective or deteriorated in need of replacement; exceeded useful life                       | 2      |
| Poor      | Critically damaged or in need of immediate repair; well past useful life                     | 1      |

## BASELINE ASSESSMENT:

### A. Asset Portfolio and Condition Assessment

Assets included in the PTT portfolio include all FTA funded assets that are within their ULB. However, the portfolio also includes a small number of non-FTA funded Section 5310 assets provided by subrecipients and all known Section 5311 assets. In total, this 2017 TAM Plan includes 200 vehicles, 58 facilities, and 4 types of equipment (see Tables 13–16). See Appendix A for a complete list of all assets and their condition assessment.

**Table 13. Vehicle Condition Assessment**

| Asset Type | #   | Average Year Built | Average Age (years) | % of ULB | Term Scale Age (years) | TERM Mileage (miles) | Agency Assessment (years) | Total Average (years) | Replacement Cost Range |
|------------|-----|--------------------|---------------------|----------|------------------------|----------------------|---------------------------|-----------------------|------------------------|
| Cutaway    | 129 | 2012               | 6.0                 | 56       | 3                      | 3.8                  | 3.8                       | 3.6                   | \$65,000–\$150,000     |
| Bus        | 45  | 2011               | 7.0                 | 54       | 3                      | 3.3                  | 4.0                       | 3.2                   | \$350,000–\$1,000,000  |
| Van        | 16  | 2012               | 6.0                 | 54       | 3                      | 2.9                  | 4.0                       | 3.6                   | \$40,000–\$65,000      |
| Trolleybus | 1   | 2016               | 2.0                 | 14       | 5.0                    | 5.0                  | 5.0                       | 5.0                   | \$600,000              |

**Table 14. Percent of vehicles below the TERM “Adequate” Rating**

| Asset Type | % < Adequate Condition FY 2017 | % > Adequate Condition FY 2017 |
|------------|--------------------------------|--------------------------------|
| Cutaway    | 29.45                          | 70.55                          |
| Bus        | 44.44                          | 55.55                          |
| Van        | 6.25                           | 93.75                          |
| Trolleybus | 0                              | 100                            |

**Table 15. Facility Condition Assessment**

| Asset Type | #  | Year Built | Average Age (years) | % of ULB | TERM Scale Age (years) | Agency Assessment (years) | Total Average (years) |
|------------|----|------------|---------------------|----------|------------------------|---------------------------|-----------------------|
| Facility   | 58 | 2010       | 6.8                 | 0.3      | 3.7                    | 3.7                       | 3.6                   |

**Table 16. Equipment Condition Assessment**

| Asset Type | # | Year Built | Average Age (years) | Agency Assessment (years) |
|------------|---|------------|---------------------|---------------------------|
| Equipment  | 4 | 2017       | 2.75                | 4.5                       |

## B. PERFORMANCE TARGETS

The PTT, subrecipients and users are fortunate to have assets that reliably provide safe and efficient service. The average age for the majority of assets is within their designated ULB and, perhaps most importantly, the average condition rating for each asset type falls within the TERM “adequate” rating. The overall condition average for the fleet is a 3.85; approaching “good” on the TERM scale (see Table 11). It should be noted that while the overall score is “adequate” a large percentage of bus and van assets fall below the “adequate” rating (see Table 12). The ratings are low due to continued use beyond the ULB; however, subrecipients continue to replace these assets each year and increase the overall asset condition rating. In addition, interest in vans has increased due to research, innovation, and design improvements in ADA accessibility.

Growing demand, competition for funds and increasing costs require that the PTT and subrecipients continue to ensure that assets are maintained in an SGR. Efforts must be made to ensure that assets are adequately maintained throughout their useful life and beyond. Using performance measures will aid in the ongoing management of all assets will ensure that limited funding is utilized wisely, and will ensure that assets do not put the public’s safety in jeopardy.

*Performance measures for 2019 include:*

- **Maintain an overall average for each vehicle category at a 3.6 or better**
- **Maintain an overall average of 3.6 for all facilities and equipment**
- **Maintain the Bus overall ratings in ‘Adequate’ state through 2020**

*Long-term measure:*

The PTT and subrecipients will maintain an “Adequate” rating for all asset categories

### C. TAM PERFORMANCE MEASURES

The TAM rule specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Table 17 describes these measures.

**TABLE 17 TAM Performance Measures by Asset Category**

| Asset Category       | Relevant Assets   | Measure  | Measure Type           | Desired Direction          |
|----------------------|---|--|------------------------|----------------------------|
| <b>Equipment</b>     | Service support, maintenance, and other non-revenue vehicles  | Percentage of vehicles that have met or exceeded their ULB                         | Age-based              | <b>Minimize percentage</b> |
| <b>Rolling Stock</b> | Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats | Percentage of revenue vehicles that have met or exceeded their ULB                 | Age-based              | <b>Minimize percentage</b> |
| <b>Facilities</b>    | <b>Passenger stations, parking facilities, administration and maintenance facilities</b>            | <b>Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale</b> | <b>Condition-based</b> | <b>Minimize percentage</b> |

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

Useful Life Benchmark (ULB)—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.”<sup>10</sup> For example, FTA’s default ULB of a bus is 14 years.<sup>11</sup>

FTA Transit Economic Requirements Model (TERM) Scale—A rating system used in FTA’s TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

<sup>10</sup> FTA. Performance Management. November 15, 2017. [www.transit.dot.gov/PerformanceManagement](http://www.transit.dot.gov/PerformanceManagement).

<sup>11</sup> FTA. Default Useful Life Benchmark Cheat Sheet. October 26, 2016. [www.transit.dot.gov/TAM/ULBcheatsheet](http://www.transit.dot.gov/TAM/ULBcheatsheet).

**D. TARGET-SETTING REQUIREMENTS AND ACTIVITIES – Transit Agencies and Sponsors**

Transit agencies—and state agencies acting as sponsors of group TAM plans— are required to develop targets for the measures in Table 17 for each fiscal year.<sup>12</sup> Transit agencies and group plan sponsors must set their targets based on the most recent data available on the number and condition of relevant transit assets, as well as their expectations for funding to improve assets during that fiscal year. This includes taking into account the anticipated effects that capital investments will have on asset procurement and improvements. FTA stipulates that transit agencies must coordinate with MPOs and states to the maximum extent practicable when setting these targets.

Transit agencies and group plan sponsors were given the option to submit targets for their 2018 fiscal year to NTD, but they are not required to submit targets until October 2018<sup>13</sup>, when they must submit targets for their 2019 fiscal year. Transit agencies and group sponsors are also required to submit an asset inventory to NTD and to complete an initial or updated TAM Plan in October 2018; after this date, TAM plans must be updated at least once every four years. In October 2019, transit agencies and group plan sponsors will not only need to submit their fiscal year 2019 asset inventory and their fiscal year 2020 targets, but also a narrative report that describes changes in the condition of the transit system from the previous year “and progress made during the year to meet the performance targets set in the previous reporting year.”<sup>14</sup> FTA will review target information that transit agencies and other sponsors submit to NTD, but these agencies will neither be penalized for not achieving targets, nor will they be rewarded for attaining targets.

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<sup>12</sup> UDOT and transit agencies in the Utah region operate on and set targets for a state fiscal year that begins in July and ends the following June, whereas the MPO operates on a federal fiscal year that begins in October and ends the following September. Fiscal years vary for transit agencies nationwide.

<sup>13</sup> Transit agencies with fiscal years that end June 30 must report to NTD by October 31.

<sup>14</sup> FTA. Transit Asset Management: Frequently Asked Questions. November 14, 2017.

[www.transit.dot.gov/TAM/gettingstarted/htmlFAQs](http://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs)

## SELLING AFTER THE USEFUL LIFE BENCHMARK

Prior to selling the vehicle, the subrecipient must notify the PTT of its intent. The PTT will work with the subrecipient to identify the value of the vehicle. The PTT will apply the straight-line depreciation formula to assist in determining the depreciated value of federally funded vehicles (see Table 19 and Table 20).

If the subrecipient chooses to sell the vehicle, and the market value of the vehicle is \$5,000 or more, the PTT requires reimbursement of the proportionate share (80 percent federal/20 percent local) of the net proceeds from the sale. Reimbursed proceeds will go back into the grant program from which the vehicle funds were utilized. The funds will then be shown in future grant applications. FTA has no federal interest in vehicles with a fair market value of less than \$5,000.

**Table 19. Example of Straight Line Depreciation**

|  |                 |
|--|-----------------|
| <b>Cost purchase price)</b>                                  | <b>\$60,000</b> |
| <b>Salvage (estimated value)*</b>                            | <b>\$5,000</b>  |
| <b>Life (years in service)</b>                               | <b>7</b>        |
| <b>Depreciation (cost-salvage/life)</b>                      | <b>\$7,900</b>  |
| <b>*based on estimated value - commercialtrucktrader.com</b> |                 |

**Table 20. Detailed Example of Straight Line Depreciation (continued from Table 19)**

| <b>Year</b> | <b>Vehicle Value</b> | <b>Vehicle Depreciation</b> | <b>Depreciated Value</b> |
|-------------|----------------------|-----------------------------|--------------------------|
| <b>1</b>    | \$60,000             | \$7,900                     | \$52,100                 |
| <b>2</b>    | \$52,100             | \$7,900                     | \$44,200                 |
| <b>3</b>    | \$44,200             | \$7,900                     | \$36,300                 |
| <b>4</b>    | \$36,300             | \$7,900                     | \$28,400                 |
| <b>5</b>    | \$28,400             | \$7,900                     | \$20,500                 |
| <b>6</b>    | \$20,500             | \$7,900                     | \$12,600                 |
| <b>7</b>    | \$12,600             | \$7,900                     | \$4,700                  |



## ASSET INVENTORY

### Appendix A – Vehicles – Rolling Stock

| Agency Name                                     | Asset Class      | Age Model Year | ULB (Yrs.) | % of ULB | TERM Age | TERM Mileage | TERM Agency | TERM Weighted Average |
|---|------------------|----------------|------------|----------|----------|--------------|-------------|-----------------------|
| Ability First                                   | CU - Cutaway Bus | 9              | 10         | 90%      | 1        | 3.0          | 4           | 2.7                   |
| Active Re-Entry                                 | CU - Cutaway Bus | 7              | 10         | 70%      | 2        | 5.0          | 5           | 4.0                   |
| Active Re-Entry                                 | CU - Cutaway Bus | 9              | 10         | 90%      | 1        | 5.0          | 5           | 3.7                   |
| Active Re-Entry                                 | CU - Cutaway Bus | 9              | 10         | 90%      | 1        | 5.0          | 4           | 3.3                   |
| Bear River Valley Senior Center                 | VN - Van         | 8              | 8          | 100%     | 1        | 4.4          | 5           | 3.5                   |
| Bear River Valley Senior Center                 | CU - Cutaway Bus | 8              | 10         | 80%      | 2        | 5.0          | 5           | 4.0                   |
| Beaver Area Health Care Foundation              | CU - Cutaway Bus | 7              | 10         | 70%      | 2        | 5.0          | 3           | 3.3                   |
| Beaver County Senior Citizens Organization Inc. | CU - Cutaway Bus | 10             | 10         | 100%     | 1        | 4.5          | 3           | 2.8                   |
| Cache County Corporation Senior Citizens        | CU - Cutaway Bus | 9              | 10         | 90%      | 1        | 3.5          | 4           | 2.8                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 1              | 10         | 10%      | 5        | 5.0          | 5           | 5.0                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 1              | 10         | 10%      | 5        | 5.0          | 5           | 5.0                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 2              | 10         | 20%      | 5        | 4.5          | 4           | 4.5                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 2              | 10         | 20%      | 5        | 4.5          | 4           | 4.5                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 2              | 10         | 20%      | 5        | 4.0          | 4           | 4.3                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 5              | 10         | 50%      | 3        | 3.5          | 4           | 3.5                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 5              | 10         | 50%      | 3        | 3.5          | 4           | 3.5                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 7              | 10         | 70%      | 2        | 4.0          | 4           | 3.3                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 8              | 10         | 80%      | 2        | 3.5          | 4           | 3.2                   |
| Cache Employment & Training Center              | CU - Cutaway Bus | 9              | 10         | 90%      | 1        | 4.0          | 3           | 2.7                   |

|   |                  |   |    |     |   |     |   |            |
|---|------------------|---|----|-----|---|-----|---|------------|
| <b>Cache Employment &amp; Training Center</b>                     | CU - Cutaway Bus | 9 | 10 | 90% | 1 | 3.5 | 2 | <b>2.2</b> |
| <b>Cache Employment &amp; Training Center</b>                     | CU - Cutaway Bus | 9 | 10 | 90% | 1 | 3.5 | 3 | <b>2.5</b> |
| <b>Cache Employment &amp; Training Center</b>                     | VN - Van         | 7 | 8  | 88% | 1 | 5.0 | 4 | <b>3.3</b> |
| <b>Cache Employment &amp; Training Center</b>                     | VN - Van         | 7 | 8  | 88% | 1 | 5.0 | 4 | <b>3.3</b> |
| <b>Cedar City Corporation</b>                                     | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 4.0 | 5 | <b>4.7</b> |
| <b>Cedar City Corporation</b>                                     | CU - Cutaway Bus | 5 | 10 | 50% | 3 | 2.0 | 4 | <b>3.0</b> |
| <b>Cedar City Corporation</b>                                     | VN - Van         | 3 | 8  | 38% | 4 | 4.4 | 5 | <b>4.5</b> |
| <b>Cedar City Corporation</b>                                     | VN - Van         | 3 | 8  | 38% | 4 | 4.4 | 5 | <b>4.5</b> |
| <b>City of Draper (SCCC)</b>                                      | CU - Cutaway Bus | 9 | 10 | 90% | 1 | 3.0 | 3 | <b>2.3</b> |
| <b>City of South Jordan</b>                                       | CU - Cutaway Bus | 4 | 10 | 40% | 4 | 4.5 | 5 | <b>4.5</b> |
| <b>City of South Jordan</b>                                       | VN - Van         | 4 | 8  | 50% | 3 | 5.0 | 5 | <b>4.3</b> |
| <b>City of South Salt Lake</b>                                    | CU - Cutaway Bus | 9 | 10 | 90% | 1 | 4.0 | 3 | <b>2.7</b> |
| <b>City of West Jordan (SCCC)</b>                                 | CU - Cutaway Bus | 9 | 10 | 90% | 1 | 3.0 | 2 | <b>2.0</b> |
| <b>Common Ground Outdoor Adventures</b>                           | CU - Cutaway Bus | 1 | 10 | 10% | 5 | 5.0 | 5 | <b>5.0</b> |
| <b>Common Ground Outdoor Adventures</b>                           | CU - Cutaway Bus | 5 | 10 | 50% | 3 | 4.5 | 4 | <b>3.8</b> |
| <b>Common Ground Outdoor Adventures</b>                           | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 4.5 | 4 | <b>3.5</b> |
| <b>Community Careers and Support Services</b>                     | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 5.0 | 4 | <b>3.7</b> |
| <b>Community Careers and Support Services</b>                     | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 4.5 | 4 | <b>3.5</b> |
| <b>Community Careers and Support Services</b>                     | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 4.0 | 4 | <b>3.3</b> |
| <b>Davis County Senior Services Davis County Courthouse Annex</b> | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 4.5 | 5 | <b>4.8</b> |
| <b>Davis County Senior Services Davis County Courthouse Annex</b> | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 4.5 | 5 | <b>4.8</b> |
| <b>Davis County Senior Services Davis County Courthouse Annex</b> | CU - Cutaway Bus | 4 | 10 | 40% | 4 | 4.5 | 5 | <b>4.5</b> |
| <b>Davis County Senior Services Davis County Courthouse Annex</b> | CU - Cutaway Bus | 9 | 10 | 90% | 1 | 3.0 | 4 | <b>2.7</b> |

|   |                  |    |    |      |   |     |   |            |
|---|------------------|----|----|------|---|-----|---|------------|
| <b>Davis County Senior Services Davis County Courthouse Annex</b>     | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 3.0 | 4 | <b>2.7</b> |
| <b>Davis County Senior Services Davis County Courthouse Annex</b>     | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 0.5 | 2 | <b>1.2</b> |
| <b>Duchesne County Senior Citizens</b>                                | CU - Cutaway Bus | 10 | 10 | 100% | 1 | 3.0 | 3 | <b>2.3</b> |
| <b>Duchesne County Senior Citizens</b>                                | CU - Cutaway Bus | 10 | 10 | 100% | 1 | 3.5 | 4 | <b>2.8</b> |
| <b>East Juab Senior Citizens Organization</b>                         | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 4.5 | 4 | <b>3.2</b> |
| <b>Emery County Nursing Home Inc. (Emery County Care &amp; Rehab)</b> | CU - Cutaway Bus | 10 | 10 | 100% | 1 | 3.0 | 4 | <b>2.7</b> |
| <b>Emery County Senior Citizens, Inc.</b>                             | CU - Cutaway Bus | 8  | 10 | 80%  | 2 | 3.5 | 4 | <b>3.2</b> |
| <b>Emery County Senior Citizens, Inc.</b>                             | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 5.0 | 4 | <b>3.3</b> |
| <b>Emery County Senior Citizens, Inc.</b>                             | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 4.5 | 4 | <b>3.2</b> |
| <b>EnableUtah</b>   | CU - Cutaway Bus | 8  | 10 | 80%  | 2 | 3.0 | 4 | <b>3.0</b> |
| <b>Foundations for Independence</b>                                   | CU - Cutaway Bus | 8  | 10 | 80%  | 2 | 3.5 | 4 | <b>3.2</b> |
| <b>Four Corners Community Behavioral Health, Inc.</b>                 | CU - Cutaway Bus | 2  | 10 | 20%  | 5 | 5.0 | 5 | <b>5.0</b> |
| <b>Four Corners Community Behavioral Health, Inc.</b>                 | CU - Cutaway Bus | 2  | 10 | 20%  | 5 | 4.5 | 5 | <b>4.8</b> |
| <b>Four Corners Community Behavioral Health, Inc.</b>                 | CU - Cutaway Bus | 7  | 10 | 70%  | 2 | 4.0 | 4 | <b>3.3</b> |
| <b>Four Corners Community Behavioral Health, Inc.</b>                 | CU - Cutaway Bus | 10 | 10 | 100% | 1 | 3.0 | 2 | <b>2.0</b> |
| <b>Garfield County</b>  | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 4.5 | 4 | <b>3.2</b> |
| <b>Garfield County</b>  | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 4.5 | 4 | <b>3.2</b> |
| <b>Iron County Aging Council Inc.</b>                                 | CU - Cutaway Bus | 10 | 10 | 100% | 1 | 4.5 | 4 | <b>3.2</b> |
| <b>Kane County Senior Citizens Improvement Corp</b>                   | CU - Cutaway Bus | 2  | 10 | 20%  | 5 | 5.0 | 4 | <b>4.7</b> |
| <b>Kostopulos Dream Foundation</b>                                    | CU - Cutaway Bus | 2  | 10 | 20%  | 5 | 5.0 | 5 | <b>5.0</b> |

|                                       |                  |    |    |      |   |     |   |     |
|---------------------------------------|------------------|----|----|------|---|-----|---|-----|
| Milford Memorial Hospital Association | CU - Cutaway Bus | 5  | 10 | 50%  | 3 | 5.0 | 5 | 4.3 |
| Navajo Nation Transit System          | CU - Cutaway Bus | 7  | 14 | 50%  | 3 | 3.0 | 4 | 3.3 |
| Navajo Nation Transit System          | CU - Cutaway Bus | 7  | 14 | 50%  | 3 | 4.0 | 4 | 3.7 |
| Neighborhood House Association        | CU - Cutaway Bus | 9  | 10 | 90%  | 1 | 3.5 | 4 | 2.8 |
| Neighborhood House Association        | CU - Cutaway Bus | 10 | 10 | 100% | 1 | 3.5 | 3 | 2.5 |
| Odyssey House, Inc.-Utah              | CU - Cutaway Bus | 5  | 10 | 50%  | 3 | 3.5 | 4 | 3.5 |
| Odyssey House, Inc.-Utah              | CU - Cutaway Bus | 6  | 10 | 60%  | 3 | 4.5 | 4 | 3.8 |
| Odyssey House, Inc.-Utah              | CU - Cutaway Bus | 8  | 10 | 80%  | 2 | 4.0 | 3 | 3.0 |
| Options for Independence              | CU - Cutaway Bus | 1  | 10 | 10%  | 5 | 5.0 | 5 | 5.0 |
| Pahvant Valley Senior Citizens        | CU - Cutaway Bus | 10 | 10 | 100% | 1 | 4.5 | 4 | 3.2 |
| Park City Transit                     | A0 - Automobile  | 9  | 14 | 64%  | 2 | 3.8 | 2 | 2.6 |
| Park City Transit                     | A0 - Automobile  | 9  | 14 | 64%  | 2 | 3.1 | 2 | 2.4 |
| Park City Transit                     | A0 - Automobile  | 9  | 14 | 64%  | 2 | 2.5 | 2 | 2.2 |
| Park City Transit                     | BU - Bus         | 1  | 14 | 7%   | 5 | 5.0 | 5 | 5.0 |
| Park City Transit                     | BU - Bus         | 1  | 14 | 7%   | 5 | 5.0 | 5 | 5.0 |
| Park City Transit                     | BU - Bus         | 1  | 14 | 7%   | 5 | 5.0 | 5 | 5.0 |
| Park City Transit                     | BU - Bus         | 1  | 14 | 7%   | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 5.0 | 5 | 5.0 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 5.0 | 5 | 5.0 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 5.0 | 5 | 5.0 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 2  | 14 | 14%  | 5 | 4.8 | 5 | 4.9 |
| Park City Transit                     | BU - Bus         | 8  | 14 | 57%  | 3 | 3.0 | 3 | 3.0 |

|                                    |                  |    |    |     |   |     |   |     |
|------------------------------------|------------------|----|----|-----|---|-----|---|-----|
| Park City Transit                  | BU - Bus         | 8  | 14 | 57% | 3 | 3.0 | 3 | 3.0 |
| Park City Transit                  | BU - Bus         | 8  | 14 | 57% | 3 | 2.5 | 3 | 2.8 |
| Park City Transit                  | BU - Bus         | 8  | 14 | 57% | 3 | 2.5 | 3 | 2.8 |
| Park City Transit                  | BU - Bus         | 10 | 14 | 71% | 2 | 2.5 | 3 | 2.5 |
| Park City Transit                  | BU - Bus         | 10 | 14 | 71% | 2 | 2.5 | 3 | 2.5 |
| Park City Transit                  | BU - Bus         | 10 | 14 | 71% | 2 | 2.5 | 3 | 2.5 |
| Park City Transit                  | BU - Bus         | 10 | 14 | 71% | 2 | 2.5 | 3 | 2.5 |
| Park City Transit                  | BU - Bus         | 12 | 14 | 86% | 1 | 3.0 | 3 | 2.3 |
| Park City Transit                  | BU - Bus         | 12 | 14 | 86% | 1 | 2.5 | 3 | 2.2 |
| Park City Transit                  | BU - Bus         | 12 | 14 | 86% | 1 | 2.0 | 3 | 2.0 |
| Park City Transit                  | BU - Bus         | 12 | 14 | 86% | 1 | 2.0 | 3 | 2.0 |
| Park City Transit                  | BU - Bus         | 12 | 14 | 86% | 1 | 1.5 | 3 | 1.8 |
| Park City Transit                  | BU - Bus         | 12 | 14 | 86% | 1 | 1.5 | 3 | 1.8 |
| Park City Transit                  | BU - Bus         | 12 | 14 | 86% | 1 | 1.5 | 3 | 1.8 |
| Park City Transit                  | BU - Bus         | 13 | 14 | 93% | 1 | 2.0 | 1 | 1.3 |
| Park City Transit                  | BU - Bus         | 13 | 14 | 93% | 1 | 2.0 | 2 | 1.7 |
| Park City Transit                  | BU - Bus         | 13 | 14 | 93% | 1 | 1.5 | 1 | 1.2 |
| Park City Transit                  | BU - Bus         | 13 | 14 | 93% | 1 | 1.5 | 2 | 1.5 |
| Park City Transit                  | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 3.5 | 2 | 2.5 |
| Park City Transit                  | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 3.5 | 2 | 2.5 |
| Park City Transit                  | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 2.5 | 2 | 2.2 |
| Park City Transit                  | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 2.5 | 2 | 2.2 |
| Park City Transit                  | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 2.5 | 2 | 2.2 |
| Park City Transit                  | CU - Cutaway Bus | 9  | 10 | 90% | 1 | 3.5 | 2 | 2.2 |
| Park City Transit                  | TB - Trolleybus  | 2  | 14 | 14% | 5 | 5.0 | 5 | 5.0 |
| Payson Senior Citizens Development | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 4.5 | 4 | 3.5 |
| Piute County Senior Citizen Center | CU - Cutaway Bus | 3  | 10 | 30% | 4 | 5.0 | 5 | 4.7 |
| Red Rock Center for Independence   | CU - Cutaway Bus | 5  | 10 | 50% | 3 | 5.0 | 5 | 4.3 |
| Red Rock Center for Independence   | VN - Van         | 5  | 8  | 63% | 2 | 3.1 | 4 | 3.0 |
| Salt Lake County Aging Services    | CU - Cutaway Bus | 9  | 10 | 90% | 1 | 3.0 | 3 | 2.3 |

|   |                  |    |    |     |   |     |   |            |
|---|------------------|----|----|-----|---|-----|---|------------|
| <b>Salt Lake County Aging Services</b>    | CU - Cutaway Bus | 9  | 10 | 90% | 1 | 3.5 | 3 | <b>2.5</b> |
| <b>Sevier County</b>                      | CU - Cutaway Bus | 9  | 10 | 90% | 1 | 3.5 | 3 | <b>2.5</b> |
| <b>Southwest Behavioral Health Center</b> | CU - Cutaway Bus | 7  | 10 | 70% | 2 | 4.5 | 4 | <b>3.5</b> |
| <b>Southwest Behavioral Health Center</b> | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 4.5 | 4 | <b>3.5</b> |
| <b>SPLORE</b>                             | CU - Cutaway Bus | 8  | 10 | 80% | 2 | 4.5 | 3 | <b>3.2</b> |
| <b>Summit County</b>                      | CU - Cutaway Bus | 9  | 10 | 90% | 1 | 4.5 | 4 | <b>3.2</b> |
| <b>Suntran</b>                            | A0 - Automobile  | 2  | 8  | 25% | 4 | 5.0 | 4 | <b>4.3</b> |
| <b>Suntran</b>                            | BU - Bus         | 4  | 14 | 29% | 4 | 4.5 | 5 | <b>4.5</b> |
| <b>Suntran</b>                            | BU - Bus         | 4  | 14 | 29% | 4 | 4.5 | 5 | <b>4.5</b> |
| <b>Suntran</b>                            | BU - Bus         | 4  | 14 | 29% | 4 | 4.5 | 5 | <b>4.5</b> |
| <b>Suntran</b>                            | BU - Bus         | 4  | 14 | 29% | 4 | 4.0 | 5 | <b>4.3</b> |
| <b>Suntran</b>                            | BU - Bus         | 7  | 14 | 50% | 3 | 3.0 | 4 | <b>3.3</b> |
| <b>Suntran</b>                            | BU - Bus         | 10 | 14 | 71% | 2 | 2.0 | 3 | <b>2.3</b> |
| <b>Suntran</b>                            | BU - Bus         | 10 | 14 | 71% | 2 | 2.0 | 3 | <b>2.3</b> |
| <b>Suntran</b>                            | BU - Bus         | 13 | 14 | 93% | 1 | 0.5 | 2 | <b>1.2</b> |
| <b>Suntran</b>                            | CU - Cutaway Bus | 2  | 10 | 20% | 5 | 5.0 | 5 | <b>5.0</b> |
| <b>Suntran</b>                            | CU - Cutaway Bus | 5  | 10 | 50% | 3 | 5.0 | 5 | <b>4.3</b> |
| <b>Suntran</b>                            | VN - Van         | 4  | 8  | 50% | 3 | 5.0 | 5 | <b>4.3</b> |
| <b>Suntran</b>                            | VN - Van         | 6  | 8  | 75% | 2 | 3.1 | 3 | <b>2.7</b> |
| <b>Suntran</b>                            | VN - Van         | 7  | 8  | 88% | 1 | 1.9 | 2 | <b>1.6</b> |
| <b>Transitions Inc.</b>                   | CU - Cutaway Bus | 2  | 10 | 20% | 5 | 4.5 | 5 | <b>4.8</b> |
| <b>Transitions Inc.</b>                   | CU - Cutaway Bus | 7  | 10 | 70% | 2 | 4.5 | 4 | <b>3.5</b> |
| <b>Transitions Inc.</b>                   | CU - Cutaway Bus | 9  | 10 | 90% | 1 | 4.5 | 3 | <b>2.8</b> |
| <b>Transitions Inc.</b>                   | CU - Cutaway Bus | 9  | 10 | 90% | 1 | 4.5 | 3 | <b>2.8</b> |
| <b>TURN Community Services</b>            | CU - Cutaway Bus | 1  | 10 | 10% | 5 | 5.0 | 5 | <b>5.0</b> |
| <b>TURN Community Services</b>            | CU - Cutaway Bus | 1  | 10 | 10% | 5 | 5.0 | 5 | <b>5.0</b> |
| <b>TURN Community Services</b>            | CU - Cutaway Bus | 2  | 10 | 20% | 5 | 4.5 | 5 | <b>4.8</b> |
| <b>TURN Community Services</b>            | CU - Cutaway Bus | 2  | 10 | 20% | 5 | 4.5 | 5 | <b>4.8</b> |



|  |                  |   |    |     |   |     |   |     |
|--|------------------|---|----|-----|---|-----|---|-----|
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 5.0 | 5 | 5.0 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 5.0 | 5 | 5.0 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 5.0 | 5 | 5.0 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 3 | 10 | 30% | 4 | 4.5 | 5 | 4.5 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 3 | 10 | 30% | 4 | 3.5 | 5 | 4.2 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 4 | 10 | 40% | 4 | 2.0 | 4 | 3.3 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 4 | 10 | 40% | 4 | 3.5 | 4 | 3.8 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 1.5 | 3 | 2.2 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 0.0 | 3 | 1.7 |
| Uintah Basin Association of Governments    | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 0.0 | 3 | 1.7 |
| Uintah Healthcare Special Service District | CU - Cutaway Bus | 7 | 10 | 70% | 2 | 4.0 | 4 | 3.3 |
| Uintah Healthcare Special Service District | CU - Cutaway Bus | 8 | 10 | 80% | 2 | 4.0 | 3 | 3.0 |
| Uintah Healthcare Special Service District | CU - Cutaway Bus | 9 | 10 | 90% | 1 | 4.0 | 3 | 2.7 |
| United Way Community Services              | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 4.0 | 5 | 4.7 |
| United Way Community Services              | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 4.0 | 5 | 4.7 |
| United Way Community Services              | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 4.0 | 5 | 4.7 |
| United Way Community Services              | CU - Cutaway Bus | 2 | 10 | 20% | 5 | 3.5 | 5 | 4.5 |
| United Way Community Services              | CU - Cutaway Bus | 5 | 10 | 50% | 3 | 3.0 | 4 | 3.3 |

|   |                  |   |    |      |   |     |   |     |
|---|------------------|---|----|------|---|-----|---|-----|
| United Way Community Services               | CU - Cutaway Bus | 5 | 10 | 50%  | 3 | 3.0 | 4 | 3.3 |
| United Way Community Services               | CU - Cutaway Bus | 5 | 10 | 50%  | 3 | 3.0 | 4 | 3.3 |
| United Way Community Services               | CU - Cutaway Bus | 5 | 10 | 50%  | 3 | 3.0 | 4 | 3.3 |
| United Way Community Services               | CU - Cutaway Bus | 5 | 10 | 50%  | 3 | 3.5 | 3 | 3.2 |
| United Way Community Services               | CU - Cutaway Bus | 6 | 10 | 60%  | 3 | 3.0 | 1 | 2.3 |
| United Way Community Services               | CU - Cutaway Bus | 6 | 10 | 60%  | 3 | 3.0 | 1 | 2.3 |
| United Way Community Services               | CU - Cutaway Bus | 6 | 10 | 60%  | 3 | 2.0 | 1 | 2.0 |
| United Way Community Services               | CU - Cutaway Bus | 6 | 10 | 60%  | 3 | 2.0 | 1 | 2.0 |
| USU - CPD - Developmental Skills Laboratory | VN - Van         | 3 | 8  | 38%  | 4 | 4.9 | 3 | 4.0 |
| USU - CPD - Developmental Skills Laboratory | VN - Van         | 6 | 8  | 75%  | 2 | 3.1 | 3 | 2.7 |
| Utah Independent Living Center              | CU - Cutaway Bus | 8 | 10 | 80%  | 2 | 3.5 | 4 | 3.2 |
| Ute Tribe Transit                           | CU - Cutaway Bus | 2 | 10 | 20%  | 5 | 4.5 | 5 | 4.8 |
| Ute Tribe Transit                           | CU - Cutaway Bus | 2 | 10 | 20%  | 5 | 4.5 | 5 | 4.8 |
| Washington County                           | CU - Cutaway Bus | 1 | 10 | 10%  | 5 | 5.0 | 5 | 5.0 |
| Washington County                           | CU - Cutaway Bus | 0 | 10 | 0%   | 5 | 5.0 | 5 | 5.0 |
| Washington County                           | CU - Cutaway Bus | 1 | 10 | 10%  | 5 | 5.0 | 5 | 5.0 |
| Washington County                           | CU - Cutaway Bus | 1 | 10 | 10%  | 5 | 5.0 | 5 | 5.0 |
| Washington County                           | CU - Cutaway Bus | 2 | 10 | 20%  | 5 | 5.0 | 5 | 5.0 |
| Washington County                           | CU - Cutaway Bus | 9 | 10 | 90%  | 1 | 3.0 | 3 | 2.3 |
| Work Activity Center                        | CU - Cutaway Bus | 8 | 10 | 80%  | 2 | 5.0 | 4 | 3.7 |
| Work Activity Center                        | VN - Van         | 2 | 8  | 25%  | 4 | 5.0 | 5 | 4.7 |
| Work Activity Center                        | VN - Van         | 3 | 8  | 38%  | 4 | 5.0 | 5 | 4.7 |
| Work Activity Center                        | VN - Van         | 5 | 8  | 63%  | 2 | 5.0 | 5 | 4.0 |
| Work Activity Center                        | VN - Van         | 8 | 8  | 100% | 1 | 3.8 | 4 | 2.9 |

## Appendix B – Facilities (Administrative, Maintenance, Passenger, Parking)

| Agency Name            | Year Built | Replacement Cost | Age (Model Year) | ULB | % of ULB | TERM Age | TERM Mileage | TERM Agency | TERM Weighted Average |
|------------------------|------------|------------------|------------------|-----|----------|----------|--------------|-------------|-----------------------|
| Cedar City Corporation | 2010       | \$350,000        | 7                | 30  | 23%      | 4        | N/A          | 5           | 4.5                   |
| Park City Transit      | 1997       | TBD              | 20               | 40  | 50%      | 3        | N/A          | 3           | 3                     |
| Park City Transit      | 2011       | \$10,000,000     | 6                | 30  | 20%      | 4        | N/A          | 3           | 3.5                   |
| Park City Transit      | 2013       | TBD              | 4                | 40  | 10%      | 4        | N/A          | 4           | 4                     |
| Park City Transit      | 2016       | TBD              | 1                | 40  | 3%       | 5        | N/A          | 5           | 5                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 3           | 3                     |
| Park City Transit      | TBD        | \$17,500         | TBD              | 10  | TBD      | TBD      | N/A          | 3           | 3                     |
| Park City Transit      | TBD        | \$17,500         | TBD              | 10  | TBD      | TBD      | N/A          | 2.5         | 2.5                   |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 3           | 3                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 3           | 3                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 2.5         | 2.5                   |
| Park City Transit      | TBD        | \$15,000         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 2.5         | 2.5                   |
| Park City Transit      | TBD        | \$22,000         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit      | TBD        | \$12,000         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit      | TBD        | \$20,000         | TBD              | 10  | TBD      | TBD      | N/A          | 2.5         | 2.5                   |
| Park City Transit      | TBD        | \$17,500         | TBD              | 10  | TBD      | TBD      | N/A          | 4           | 4                     |

|                   |     |          |     |    |     |     |     |     |     |
|-------------------|-----|----------|-----|----|-----|-----|-----|-----|-----|
| Park City Transit | TBD | \$12,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$22,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$17,500 | TBD | 10 | TBD | TBD | N/A | 3   | 3   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 3   | 3   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$25,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$22,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$22,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$15,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 2.5 | 2.5 |
| Park City Transit | TBD | \$17,500 | TBD | 10 | TBD | TBD | N/A | 3.5 | 3.5 |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 3   | 3   |
| Park City Transit | TBD | \$17,500 | TBD | 10 | TBD | TBD | N/A | 2.5 | 2.5 |
| Park City Transit | TBD | \$25,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$20,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$22,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | \$40,000 | TBD | 10 | TBD | TBD | N/A | 4   | 4   |
| Park City Transit | TBD | TBD      | TBD | 40 | TBD | TBD | N/A | 3   | 3   |

|                   |      |             |     |    |      |     |     |     |     |
|-------------------|------|-------------|-----|----|------|-----|-----|-----|-----|
| Park City Transit | TBD  | \$15,000    | TBD | 10 | TBD  | TBD | N/A | 2.5 | 2.5 |
| Park City Transit | TBD  | \$20,000    | TBD | 10 | TBD  | TBD | N/A | 4   | 4   |
| Park City Transit | TBD  | \$20,000    | TBD | 10 | TBD  | TBD | N/A | 3.5 | 3.5 |
| Park City Transit | TBD  | \$20,000    | TBD | 10 | TBD  | TBD | N/A | 4   | 4   |
| Park City Transit | TBD  | \$30,000    | TBD | 10 | TBD  | TBD | N/A | 5   | 5   |
| Suntran           | 2005 | \$29,391    | 12  | 10 | 120% | 1   | N/A | 4   | 2.5 |
| Suntran           | 2006 | \$168,267   | 11  | 40 | 28%  | 4   | N/A | 4   | 4   |
| Suntran           | 2008 | \$1,905,095 | 9   | 30 | 30%  | 4   | N/A | 4   | 4   |
| Suntran           | 2010 | \$6,743     | 7   | 10 | 70%  | 3   | N/A | 4   | 3.5 |
| Suntran           | 2011 | \$1,024,352 | 6   | 40 | 15%  | 4   | N/A | 4   | 4   |
| Suntran           | 2015 | \$5,550     | 2   | 10 | 20%  | 4   | N/A | 4   | 4   |
| Suntran           | 2015 | \$5,550     | 2   | 10 | 20%  | 4   | N/A | 4   | 4   |
| Suntran           | 2015 | \$5,550     | 2   | 10 | 20%  | 4   | N/A | 4   | 4   |

## Appendix C – Equipment (Non-revenue Service Vehicles)

| Agency Name       | Year Built | Replacement Cost | Age (Model Year) | ULB | % of ULB | TERM Age | TERM Mileage | TERM Agency | TERM Weighted Average |
|-------------------|------------|------------------|------------------|-----|----------|----------|--------------|-------------|-----------------------|
| Park City Transit | 2011       | \$73,837         | 6                | TBD | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit | 2012       | \$92,000         | 5                | TBD | TBD      | TBD      | N/A          | 4           | 4                     |
| Park City Transit | 2017       | \$349,000        | 0                | TBD | TBD      | TBD      | N/A          | 5           | 5                     |
| Park City Transit | 2017       | \$349,000        | 0                | TBD | TBD      | TBD      | N/A          | 5           | 5                     |

## ACRONYMS

|        |  |
|--------|--|
| BTA    | Basin Transit Administration                       |
| CVTD   | Cache Valley Transit District                      |
| FAST   | Fixing America's Surface Transportation            |
| FTA    | Federal Transit Administration                     |
| MAP-21 | Moving Ahead for Progress in the 21st Century Act  |
| PCT    | Park City Transit                                  |
| PTT    | Public Transit Team                                |
| SGR    | State of good repair                               |
| STIP   | State Transportation Improvement Plan              |
| TAMP   | Transit Asset Management Plan                      |
| TERM   | Transit Economic Requirements Model                |
| UDOT   | Utah Department of Transportation                  |
| ULB    | Useful Life Benchmark                              |
| UTA    | Utah Transit Authority                             |
| L RTP  | Long-Range Transportation Plan                     |
| MPO    | Metropolitan Planning Organization                 |
| WFRC   | Wasatch Front Regional Council                     |
| MAG    | Mountain land Association of Governments           |
| FCAOG  | Five County Association of Governments             |
| SEUALG | Southeastern Utah Association of Local Governments |
| FCAOG  | Five County Association of Governments             |
| NA     | Not Applicable                                     |
| NTD    | National Transit Database                          |
| SL RTP | State Long-Range Transportation Plan               |
| STIP   | State Transportation Improvement Program           |

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